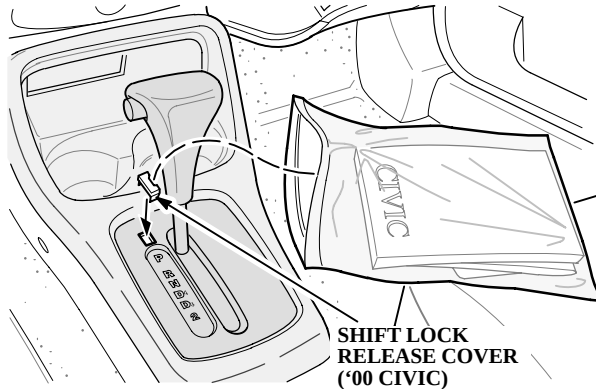


Install Shift Lock Release Cover at PDI

When doing a PDI on an A/T-equipped '00 Accord, Civic, or Prelude, make sure you install the shift lock release cover in the shift console. The cover (a small, plastic piece) should be in the bag along with the owner's manual. If you can't find the bag, check with your sales department.



Power Sliding Door Obstacle Detection

If something gets in the way of an opening or closing power sliding door ('99–00 Odyssey EX), the obstacle detection system detects a sudden reduction in door speed and causes the door to:

- Stop and reverse its direction
- Beep three times to let you know that something is in the way

The door control unit measures door speed (through the slide motor revolution sensor) and current draw from the door motor each time the door opens. With this info, the control unit can tell if the vehicle is parked on level ground, facing uphill or downhill, and adjust current to the motor so the door always closes correctly.

Applying a load to the door gradually (such as trying to stop it by grabbing the handle) may not trigger the obstacle detection right away. That's because the system requires a *sudden* change in door speed to react.

For more info on obstacle detection, see page 92 of the '00 Odyssey owner's manual.

CD Changer Installation Precaution

On all models except S2000s, Insights, and Passports, disconnect the battery before you install the optional in-dash CD changer, P/N 08A06-3B1-300, H/C 6223176. If you install the changer with the battery connected, the CD mechanism may be damaged when the unit tries to initialize itself.

Coolant Leak Near Hose Clamp

If a '00 Odyssey or Accord V6 leaks coolant at an upper or lower radiator hose clamp, replace the hose to ensure a lasting repair. A small batch of hoses may have a flat area molded into them that allows coolant to leak when the system is under pressure and cooling down.

PGM Tester SN000 Software Info

The latest PGM Tester software, version SN000 (11/17/99), has these capabilities and limitations:

- On most '00 models, you can diagnose PGM-FI, A/T, ABS, SRS, TCS, and EPS.
- The SN911 workarounds needed to access various systems have been corrected.
- On '00 Accord L4 Coupes without side airbags, you can't read SRS DTCs (see the next article).

PGM Tester Can't Access SRS:

On '00 Accord L4 Coupes without side airbags, the PGM Tester with SN000 software can't access the SRS. When you try to access the SRS, the Tester screen reads "Program card does not match this vehicle." This will be corrected in the next version of the software.

In the meantime, use the PGM Tester SCS mode, and translate the flash codes with the '98–00 Accord S/M.

Initialize the OPDS After You Replace Parts

On '00 Accords with side airbags, you need to initialize the OPDS (Occupant Position Detection System) whenever you replace one or both of these parts:

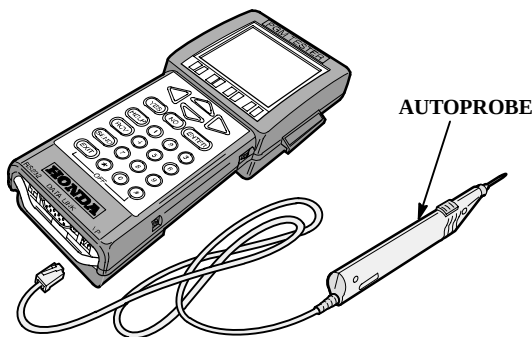
- OPDS unit (in the seat-back)
- OPDS sensor (part of the seat-back foam)

If you don't initialize the system, you'll get an SRS DTC 15-1 (Faulty OPDS Unit).

There are two ways to initialize the OPDS: with the PGM Tester or with the S/M procedure. We prefer using the PGM Tester, because the S/M procedure has more steps, and still requires you to use the PGM Tester and the SCS Service Connector. Here are both procedures:

OPDS Initialization Using the PGM Tester

1. Adjust the passenger's seat-back to a normal upright position, and remove anything that's on or near the seat.
2. Make sure the PGM Tester is loaded with software version SN000 or higher, and have the PGM Tester autoprobe handy. (The autoprobe [P/N 02001373] is commonly used to troubleshoot '92–'95 vehicles.) If you can't find the autoprobe, order one from the Honda Tool and Equipment Program at 888-424-6857.



3. Plug the Tester into the vehicle's DLC (in the center console, above the shift lever), and turn the ignition switch ON (II).
4. Follow the screen prompts on the Tester to get to the SYSTEM SELECT screen. From there, select **3. SRS**.
5. From the SRS menu, select **5. MISC TESTS**.
6. From the MISC TESTS menu, select **1. OPD SYSTEM INIT**.
7. Follow the remaining screen prompts to complete the OPDS initialization.

OPDS Initialization Using the S/M

1. Do the 9-step procedure on page 23-40 of the '99–'00 Accord S/M.
2. Turn the ignition switch OFF (0), and disconnect the PGM Tester.
3. Erase the SRS DTC using the 10-step procedure on page 23-28 of the S/M.

S/M Fix: Navigation System Diagnosis

Page 22-284 of the '99–'00 Odyssey S/M has an error in the navigation system troubleshooting for "No picture is shown on the display." In step 9, after "NO," cross out the response and write-in "Replace the display." Here's what your correction should look like:

9. Shield the display unit from the sun with your hand, and check that the display is black (only back light is ON.)

Can you see the back light?

YES – Replace the navigation control unit. ■

NO – ~~Go to the troubleshooting procedure, "Display unit operation key does not work".~~ ■
Replace the display unit

Resetting Navigation System PINs: '00 Odyssey

With the '00 Odyssey navigation system, two vehicle users can each store up to 50 personal destinations (addresses with phone numbers). To access these destinations, each user must enter a separate PIN (personal identification number). If neither PIN is available, here's how to enter a new one:

1. Press the **Setup** icon next to the clock on the navigation screen to display the setup screen.
2. Press **Others** on the bottom of the screen to get to the next setup screen.
3. Press **Personal PIN** on the screen.
4. Enter the navigation system four-digit anti-theft code in the **PIN** field, and press **Done**. (The code is on the bottom of the navi control unit under the front passenger's seat.) You can now enter a new PIN and access the personal destinations.

Harsh Shift Complaints on A/T Civics and CR-Vs

NOTE: This article applies to A/T-equipped '96–00 Civics, '98–00 Civic NGVs, and '97–00 CR-Vs.

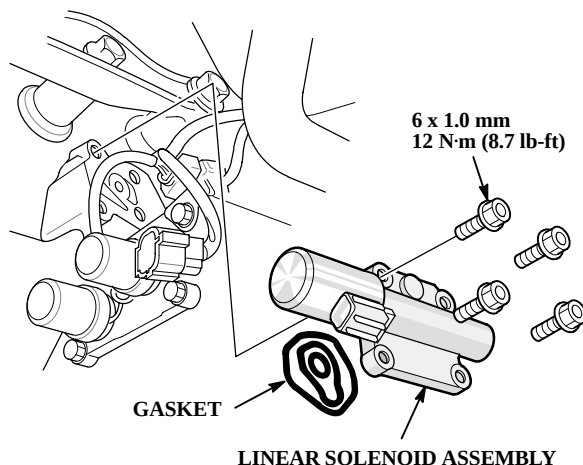
Before you attempt to repair the A/T for a shift complaint, do this:

1. Find out if the complaint is for harsh upshifts or harsh downshifts.

- If it's an upshift complaint, go to step 2.
- If it's a downshift complaint, explain to your customer how A/T “grade logic” works:

Grade logic downshifts the trans during deceleration and light braking. This allows normal engine braking to help slow the car down. Sometimes, this braking effect is perceived as a harsh downshift. To confirm that downshifting is normal, compare downshift speeds and shift quality with an identical car. Going uphill, grade logic keeps the A/T in lower gears to eliminate excessive upshifts and downshifts. This feature may cause customers to think the A/T is not upshifting normally. ■

2. Test-drive the vehicle with the engine cold, and again when it's warm. Some A/Ts shift harsher with a cold engine because ignition timing doesn't retard to smooth out the shift until the engine warms up.
 - If upshifts improve with the engine at normal operating temperature, the trans is OK. Return the vehicle to the customer. ■
 - If upshifts don't improve, go to step 3.
3. Remove the linear solenoid assembly, clean its mounting surface and fluid passages in the trans, then install a known-good linear solenoid.



- If upshifts improve, flush the trans as described in the [Mainshaft Speed Sensor](#) article on page 4, then return the vehicle to the customer. ■
 - If upshifts don't improve, go to step 4.
4. Remove the PCM, and install a known-good one.
 - If upshifts improve, return the vehicle to the customer. ■
 - If the upshifts don't improve, go to step 5.
 5. With the known-good PCM and linear solenoid installed, compare shift quality and vehicle speed at upshift points with an identical vehicle.
 - If the shift quality of both transmissions is similar, return the vehicle to the customer. ■
 - If the shift quality is a lot harsher on the customer's vehicle, replace the trans.

Troubleshooting Multiple Indicator Lights

Since the MIL can trigger various indicator lights (ABS, TCS, ATTS, etc.), troubleshoot the PGM-FI system first, and then work on the other systems.

The only exception is when there's an A/T DTC; most A/T DTCs store DTC P0700 in the PGM-FI system and cause the MIL to come on. For A/T DTCs, troubleshoot the A/T, clear the A/T DTCs, then clear P0700 from the PGM-FI system.

How to Get More “T5” Keys

When you use the Ilco Key Code Duplicator to make an extra key for an immobilizer-equipped vehicle, you also need to use a key blank with “T5” stamped on the shank. If you're out of T5 key blanks, [order them through the Honda Tool and Equipment Program at 888-424-6857](#). Here are the numbers:

Description	Part Number
T5 Master Key Blanks (10 pack)	ILC-35113-T5A
T5 Valet Key Blanks (10 pack)	ILC-35114-T5A

Mainshaft Speed Sensor DTC: '96-97 L4 Accords

NOTE: This subject also appeared in the April '97 S/N.

On '96-97 L4 Accords, A/T DTC P0715 usually means there's a problem in the mainshaft speed sensor circuit or a mechanical problem in the trans. To diagnose P0715, check the A/T freeze data with the PGM Tester.

First, connect the PGM Tester, turn the ignition ON (II), and go into the transmission (A/T) menu. Then, look at P0715 freeze data. The mainshaft, countershaft, and vehicle speed sensor (VSS) speeds should all be about the same. If they aren't, here's what to do, based on your findings:

Mainshaft speed is too high

If mainshaft speed is higher than VSS and countershaft speed, separate the end cover from the trans, and look at the 4th clutch feed pipe inside the cover. If you see its bushing, the bushing is loose and has "walked out" of the mainshaft. If this happened, install a remanufactured trans. (A loose bushing causes 4th clutch pressure leakage, resulting in clutch slippage.)

If you don't see the bushing, reinstall the cover, erase the DTC, and flush the trans as described in **Flushing the A/T**. Then if P0715 returns, install a remanufactured trans.

Mainshaft speed is too low

If the mainshaft speed is lower than VSS and countershaft speed and the throttle position (TP) sensor reading is off idle (more than 0.5 volt, more than 1%, or more than -2° , depending on the unit of conversion), the trans may not have downshifted when requested. Clear the DTC, and flush the trans as described in **Flushing the A/T**. Then if P0715 returns, call National Consumer Affairs at 800-999-1009, and request a new PCM. (When you call, press "1," then press either "118031" or "118049" to have the PCM sent to you.)

Mainshaft speed is zero

If the mainshaft speed is zero, the problem is usually in the sensor or the wiring. (Be sure to check the sensor connectors and terminals for a good fit. Also, check for a short in the wiring.) Perform the mainshaft speed sensor troubleshooting in section 14 of the appropriate S/M.

Engine speed is zero

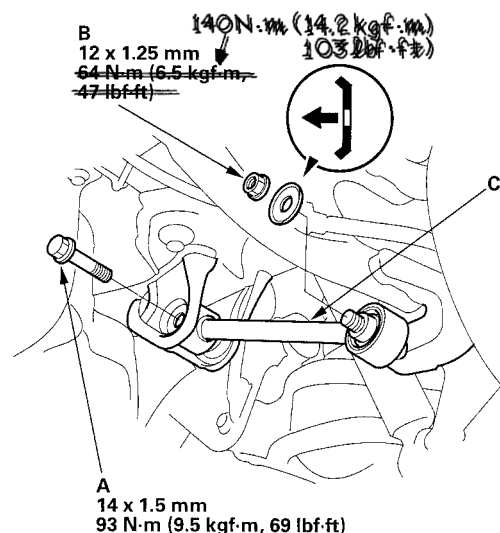
If the engine speed is zero, and the VSS and countershaft speeds are the same, ask the customer if the engine has ever stalled at any time. If it has, there's a problem with the engine, not the transmission. Troubleshoot the engine, repair it, and clear the DTC.

Flushing the A/T

1. Set the parking brake, and raise the vehicle.
2. Drain the trans, and refill it with Genuine Honda ATF, P/N 08206-9001, H/C 3268554.
3. Start the engine, shift into D4, and release the parking brake.
4. Raise the speed to 50 mph, making sure the A/T shifts through all forward gears, and the torque converter goes into lockup.
5. Apply the brakes to bring the speed to zero, then shift to reverse, and shift to neutral.
6. Repeat steps 4 and 5 four more times.
7. Repeat steps 2 through 5 two more times.
8. Drain the transmission, and install the drain plug with a new washer.
9. Refill the trans with Genuine Honda ATF.

S/M Fix: Torque on Nut for Lower Arm A

On page 18-25 of the '99-00 Odyssey S/M, the torque spec for the lower arm A mounting nut should be 140 N·m (14.2 kgf·m, 103 lbf·ft). Cross out the incorrect spec, and write in the correct one. Here's a sample:



Q & A: A/T Remanufacturing Program

NOTE: This subject also appeared in the November '95 S/N.

Even though the Automatic Transmission Remanufacturing (ATR) Program has been around for years, Tech Line still receives many calls with questions about the program. Here's Tech Line's list of items for you to check before ordering a remanufactured trans, along with the answers to common questions about the ATR program.

Before you order a remanufactured trans, do these things:

- Compare the vehicle to another example of the same year and model to be sure that the "complaint" isn't a normal characteristic.
- Check for any S/Bs or S/N articles that cover the complaint.
- Check the fluid level, and also make sure the ATF is Genuine Honda ATF, P/N 08206-9001, H/C 3268554. Other brands of ATF can affect shift quality and torque converter lock-up.
- If applicable, check the A/T throttle control cable adjustment (use the "throttle B pressure method" from the August '94 S/N).
- Check the TCM/PCM for DTCs. Some electrical problems can cause the symptoms of an internal trans problem.

When do I use the ATR Program?

Any A/T warranty repair (including goodwill) requires the installation of a remanufactured trans and a torque converter. Any internal failure that requires trans disassembly qualifies for this program. In fact, disassembly of a trans under warranty is not allowed.

A variety of late-model remanufactured transmissions and various "new old stock" transmissions are also available for non-warranty repairs. Refer to Parts Information Bulletin (PIB) A97-0035, *Customer Pay Automatic Transmission Remanufacturing (ATR) Program*, filed under "Parts" (5).

How do I find out if there's an internal trans failure?

- Use the troubleshooting procedures in the A/T section of the appropriate S/M.
- Drain the ATF into a clean pan or through a paint strainer to look for signs of damage or contamination.
- Check for any S/Bs or S/N articles that cover the complaint.

How do I order a remanufactured trans?

For warranty repairs, transmissions must be ordered through the Remanufactured Parts Operations in Troy, OH. Refer to S/B 90-014, *Automatic Transmission Warranty Exchange Program*, filed under "Transaxle," or look up PIB A93-0039, of the same title, filed under "Procedure" (1).

For non-warranty repairs, order transmissions from our Parts Division through normal channels. (Refer to PIB A97-0035 again.)

Who do I call for questions about the ATR Program?

- For administrative questions, call the ATR order desk at (888) 997-7278.
- If you have diagnostic questions that the S/M, S/Bs, and S/N don't answer, call Tech Line.

Is a Tech Line reference number required to order a remanufactured trans?

No, a Tech Line reference number is not needed.

What year and model transmissions are available through the ATR Program?

Most '90 and later models are in the program.

Where can I find the part numbers for replacement in-line ATF filters?

Refer to PIB A94-0029, *ATF Filter Kit Replacement Filters*, filed under "New Parts" (5a).

S/M Fix: Use the Correct SRS Tool

In the '98–00 Accord S/M, several illustrations in the side airbag troubleshooting section list the wrong tool number for SRS Simulator Lead F. *The T/N should be 07XAZ-SZ30100*, not 07TAZ-SZ5011A. Cross out the wrong T/N and write in the correct one in step 4 on these pages:

23-143	23-145
23-147	23-149
23-151	23-153
23-155	23-157

Inaccurate or Sticking Fuel Gauge: '98–00 Accord V6

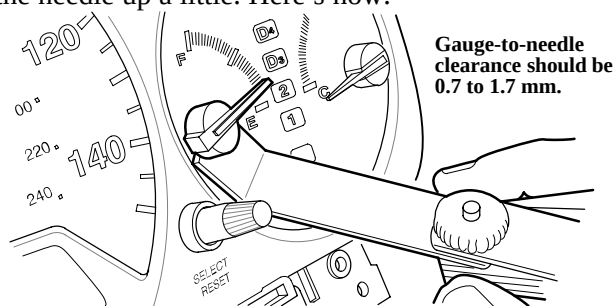
If a '98–00 Accord V6 has an inaccurate or sticking fuel gauge, use the info below to fix it.

Inaccurate Fuel Gauge

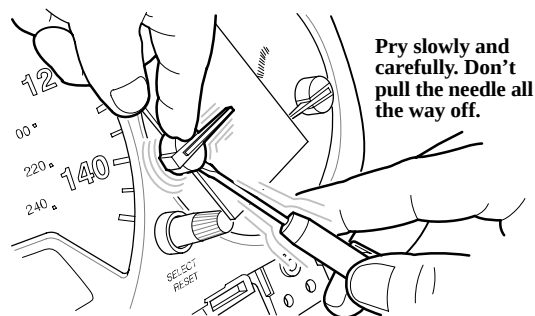
See S/B 98-056, [Inaccurate Fuel Gauge](#), to find out if you need a new fuel gauge sending unit. If the sending unit was already replaced, or if the vehicle is beyond the VIN range in the S/B, make sure the latest sending unit is installed. The latest sending unit has a green (not yellow as reported in the October '98 S/N) wire in its connector.

Sticking Fuel Gauge

If the gauge sticks when the headlights are on, heat from the dash bulbs may be causing the face of the gauge to touch the needle. To find out, remove the gauge assembly, carefully remove its lens, then measure the clearance between the fuel gauge needle and the gauge. It should be 0.7 to 1.7 mm. If the clearance is less, you can try to increase it by prying the needle up a little. Here's how:



With clean hands (dirt or oil from your hands can mark up the gauge), slide a business card between the needle and the gauge, and slowly pry up the needle with a small screwdriver. While prying, keep your fingers on the needle to keep it from coming off its shaft. [Don't pry too much or the needle will pop off and you'll have to replace the gauge assembly.](#) (The needle can't be re-indexed to the shaft.) Replacing the gauge assembly isn't a popular fix since the vehicle will then need an odometer disclosure sticker.



Find a Low FRT? Let Us Know About It

If you run into a warranty flat rate time (FRT) that you think is too low, send in a Flat-Rate Operation Request for Review card. These cards are in the back of the Warranty FRT Manual. If you're out of them, call Helm, Inc. at 800-782-4356, and reorder #Y0507.

In 1999, American Honda received 345 cards requesting flat-rate review. [Over 33 percent of the requests resulted in increased flat-rate times.](#) Here's a random sample of recently increased FRTs. For more info, refer to the latest FRT Manual.

Description	Model	Old FRT	New FRT
Replace CD player	'97–00 CR-V	0.6 hr	1.2 hr
Replace power antenna mast	'94–97 Accord	0.3 hr	0.6 hr
Replace passenger's airbag	'92–96 Prelude	0.5 hr	1.0 hr
Replace crank angle sensor	'98–00 Accord V6	2.5 hr	3.0 hr
Replace fuel pressure regulator	'98–99 Accord	0.3 hr	1.0 hr
Replace EVAP bypass control solenoid valve	'98–00 Accord	0.2 hr	0.4 hr
Replace idle air control valve	'98–00 Accord	0.2 hr	0.8 hr
Replace fuel sending unit	'99–00 Odyssey	0.6 hr	1.0 hr
Replace shift lever boot	'94–97 Accord	0.3 hr	1.5 hr

'98–00 Passport ETM is for '00 Only

The cover of the Passport ETM mailed to you in mid-February should say it's for '00 Passports, not '98–00 Passports. As soon as we can, we'll send you labels to correct it. [Do not discard your '98–99 Passport ETM.](#)

HONDA ServiceNews

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